

TDOT will coordinate with the USACE to determine whether the portion of Smith Branch Road on USACE property, currently used to access the boat ramp, would be scarified, graveled, or left as is.

TDOT will not interfere with the operations of Smith Branch Recreation Area. Construction activities would not limit public use of the park’s facilities. The EA includes a list of mitigation measures to avoid and/or minimize impacts in this area.

In addition, the proposed project was designed by TDOT in such a way to minimize impacts and not encroach upon the park’s recreation resources.

ABOUT THE NEPA PROCESS

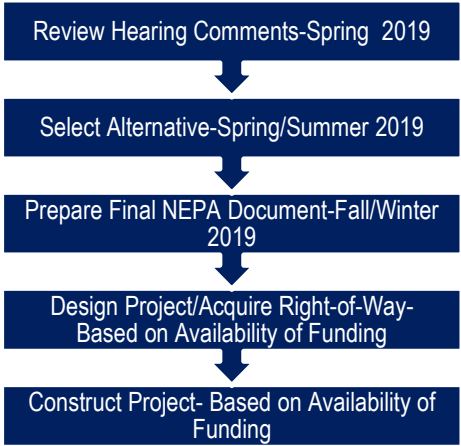
The National Environmental Policy Act (NEPA) requires that projects receiving federal funding or requiring federal actions (e.g. permits) undergo an assessment of their effects on the natural, cultural and socioeconomic environment prior to the federal agency making a decision on the project (e.g. alternative selection, permit issuance).The project cannot proceed until this requirement has been successfully completed.

This hearing is part of the NEPA environmental review process. TDOT has prepared an EA for the project. The purpose of the EA is to:

- Fulfill NEPA requirements;
- Disclose effects of the project at a stage in the development process where decision making can still be shaped by the environmental analysis and by the comments of the resource agencies and the public.

The Federal Highway Administration approved the EA on January 2, 2019.

WHAT ARE THE NEXT STEPS?



PROJECT SCHEDULE

The schedule for future project phases (ROW acquisition and construction) will be determined based on identification of funding.

PROCEDURE FOR SUBMITTING PUBLIC COMMENTS

You are encouraged to provide comments and input on the project. Your input will become part of the official public record for this project.

Please use the comment card to make a written statement, and leave it with a representative from TDOT at the front of the room, or mail it to TDOT by **April 11, 2019**, to the address on the comment card. Public comments concerning this project can also be submitted to: TDOT.Comments@tn.gov. Please be sure to include the project name (SR-374 from SR-149 at River Road to SR-76/US-79, Montgomery County).

A court reporter is available for those persons who desire to make a statement about the project and have the statement included in the official transcript of the project. If you wish to make a statement, please see the representative at the court reporter’s table.

If you do not wish to make a statement at this time, or if you wish to make an additional statement, you may send in your written comments postmarked by **April 11, 2019** to:

State Route 374
Public Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

ADDITIONAL INFORMATION:

For additional information please contact the following TDOT representative:

Holly Cantrell
TDOT Environmental Division
Major Projects Office
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332
Phone: 615-532-5869
Email: Holly.Cantrell@tn.gov

Hard copies of the EA are available for public inspection at the locations listed below.

Clarksville-Montgomery County
Public Library
350 Pageant Lane, Suite 501
Clarksville, Tennessee 37040
Phone: (931) 648-8826

TDOT Major Projects Office
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332
Attn: Holly Cantrell
615-532-5869

A copy of the EA can be viewed at on the TDOT website:

<https://www.tn.gov/tdot/projects/region-3/state-route-374/library.html>

AGENDA

- 5:00-5:30 pm Sign in/Review Handout/View Displays
- 5:30-5:45 pm PowerPoint Presentation
- 5:45-6:00 pm Question and Answer Session
- 6:00-7:00 pm Visit displays, ask questions of project team, and/or speak with court reporter

WELCOME

The Tennessee Department of Transportation (TDOT) welcomes you to this public hearing and thanks you for your participation. The purpose of tonight’s hearing is to update you on the State Route (SR) 374 project and to gather public input on the environmental study and provide an opportunity to address public concerns and gather feedback on the proposed Section 4(f) *de minimis* for Smith Branch Recreation Area.

You will have an opportunity to ask questions and comment on the proposed alternatives and their impacts and the proposed Section 4(f) *de minimis*.

The hearing will include a short presentation, followed by an opportunity to ask questions. TDOT representatives will be present throughout the evening to discuss the proposed SR 374 project with you and answer any questions that you may have. They can be identified by their name tags.

PROJECT PURPOSE AND NEED

The purpose of the proposed project is to enhance corridor



linkages within the Clarksville area and improve mobility around Clarksville.

The proposed project is intended to address transportation needs. These needs are based on:

- Improved system linkage;
- Transportation demand;
- Improved operational efficiency; and
- Improved safety.

PROJECT HISTORY

TDOT proposes to construct a new segment of SR-374 from SR-149 at Dover Road to SR-76/US-79 (Dover Road) in Montgomery County.

In 2009, elements of previously proposed improvements (originally part of a larger project) were separated from the SR-374 project. The remaining portions of the 374 project were then evaluated in an Environmental Assessment (EA).

PROJECT DESCRIPTION

Two alternatives are proposed: the No-Build Alternative and one Build Alternative.

No-Build Alternative

Under the No Build Alternative, SR 374 would not be extended beyond its existing terminus at SR 76/US 79 (Dover Road). The No Build Alternative assumes that the existing roadway network within the study corridor would remain

PUBLIC HEARING

March 21, 2019
5:00 – 7:00 p.m.
Wilma Rudolph Events Center
1188 Cumberland Drive
Clarksville, TN

STATE ROUTE 374

from SR-149 at River Road
to SR-76 /US-79 (Dover Road)
Montgomery County, TN

unchanged, with the exception of one project. This project is the widening of SR 149 from River Road to SR 13 (Cumberland Drive) and then continuing on SR 13 (Cumberland Drive) to Zinc Plant Road. SR 149 and SR 13 (Cumberland Drive) would be widened from two lanes to four lanes with a center turn lane and curbs and gutters. This project is under construction and will be constructed before the SR 374 project. The No-Build Alternative does not meet the project purpose and need.

Build Alternative

The Build Alternative would meet the project purpose and need. The Build Alternative includes the construction of a partial access-controlled multi-lane facility from State Route (SR) 149 to SR 76/US 79 (Dover Road), which would extend existing SR 374 for approximately 7.2 miles. Improvements are also proposed for SR 149 from River Road to approximately 1,700 feet west of Cumberland Heights Road, a distance of approximately one mile. The proposed project is located outside of the city limits and west of Clarksville in Montgomery County.

POTENTIAL IMPACTS

No-Build Alternative Impacts

The No-Build Alternative would have no environmental impacts,

but future mobility would be adversely impacted and safety would also likely decline.

Build Alternative Impacts

The Build Alternative would have the beneficial effect of improving local and regional mobility and safety.

The primary benefits of the Build Alternative include:

- Improved system linkage;
- Capability to meet future transportation demand;
- Improved operational efficiency; and
- Improved safety.

The primary adverse impacts of the Build Alternatives would include:

- Displacement of a single-family residence;
- Loss of approximately 311 acres of forested and old-field or agricultural habitat;
- Impacts to 75 noise sensitive receptors;
- Impacts to approximately 1.46 acres of wetland (1.42 permanent, 0.04 acre temporary);
- Impacts to 1,000 linear feet of perennial streams, 3,875 linear feet of intermittent streams, and 6,665 linear feet of wet weather conveyance/ephemeral streams;
- Impacts to approximately 11.37 acres of the 100-year floodplain associated with the Cumberland River, Sally Willis Branch, and an unnamed stream and approximately 15.07 acres of floodway associated with the Cumberland River;
- Temporary construction impacts (fugitive dust, siltation, construction noise, etc); and
- De minis impact to Smith Branch Recreation Area.

The improved mobility along the proposed bypass route could enhance the area for new development resulting in potential indirect adverse environmental impacts.

Future project plans would be developed to avoid, minimize, or mitigate impacts, as feasible.

RIGHT-OF-WAY (ROW) AND RELOCATION

In order to minimize unavoidable effects of right-of-way acquisition and the displacements of people, TDOT has a right-of-way relocation program in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (P.L. 91646), and the Tennessee Uniform Relocation Assistance Act of 1972.

An information pamphlet “Relocation Assistance Program” is available and outlines the services offered and any payments for which you may be eligible, such as moving expenses and replacement housing benefits for owners and tenants.

Representatives from TDOT are here tonight to answer questions relating to relocations and right-of-way acquisitions.

WHAT IS A SECTION 4(F) DE MINIMIS DETERMINATION?

Tonight’s public hearing is also intended to provide notice of TDOT’s intent to file a Determination of Section 4(f) De Minimis Use related to the minor impacts associated with Smith Branch Recreation Area.

Section 4(f) of the US Department of Transportation (USDOT) Act of 1966 requires the USDOT to identify and address impacts to certain resources, including public parks and trails.

An impact may be determined de minimis under Section 4(f) if:

1. The transportation use of the Section 4(f) resource, together

with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f);

2. The official(s) with jurisdiction over the property (US Army Corps of Engineers or USACE) are informed of FHWA's intent to make the de minimis impact finding based on the written concurrence of the official(s) that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f); and,
3. The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f).

SECTION 4(F) IMPACTS

The Build Alternative would impact Smith Branch Recreation, a 38.8 acre recreation area owned and operated by the USACE. The primary use of the recreation area is to provide a boat ramp for river access and parking for ramp users.

Due to the construction of the proposed project, approximately 9 acres would be required for the construction of an at-grade roadway, a bridge abutment and the acquisition of right-of-way.

The property acquisition is required for construction and maintenance of the bridge.

Existing Smith Branch Road would be extended through the existing cul-de-sac, south of the entrance to the Smith Branch Recreation Area, approximately 1,000 feet. The realigned Smith Branch Road would parallel the west side of the Build Alternative, crossing under the proposed bridge to connect with the parking lot for the boat ramp.

